

# The Kaiser's Memoirs

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From the start I concerned myself with the completion of the railway system. From the reports relating to national defense and the completion of the general staff, as well as from personal observation, I knew that the absolutely incredible neglect of the railway system was a matter of the greatest importance. The state of affairs was absolutely dangerous, in view of the steady, though gradual, encroachment of the Russian railway system on our frontier, and the development of the Russian railway system.

During the last years of his reign Emperor William the Great had recommended Field Marshal Moltke to report on the situation, since the Russian armies, under the influence of France, were being posted ever more conspicuously on the eastern frontier of Prussia, arousing apprehension as to the possibility of irruptions of great masses of Russian troops into Prussia, Posen and Silesia. Moltke's report was a masterpiece of wisdom and I was proud of it at the reading of this report. From it came the resolve to shift Prussian troops eastward and to push forward completion of the neglected railway system.

The measure ordered by Emperor William I. and begun by him remained, particularly as the new railway bridges over the Vistula and the new bridge to be built by the military authorities in the field of strong official opposition (Moltke), since the railways were considered a "national asset" and the German government to build only "paying" lines, which caused prejudice against outlays for military lines designed for the defense of the fatherland, since it diminished the profits of the companies by which such great work was done.

Not until my reign were the plans of Emperor William I. brought to realization. Any one taking up a subject may observe that the railway system of the German empire, particularly in the east, especially if he compares it with a 1914 map showing the development in the intervening years. If we had had the old network, we should have lost our eastern territory in 1914.

Not until Minister Thielmann came into office was there a change occasioned by his self-sacrificing work, for which thanks are due him. Realizing correctly what the military requirements were, he pushed forward the completion of the eastern railways. Thielmann was an able, diligent, thorough and energetic official of the old Prussian type, faithful to me and enjoying my high esteem. In common with Moltke, he stood faithfully by the side of his sovereign in the fight for the Central canal, championing the idea of the railway which he said in my presence, before a big assembly of people at the opening of the Elbe-Elbe canal. The Central canal must and will be built. Relations between him and me remained harmonious until his retirement.

Despite the railway construction work in the western part of Germany, there were in that region likewise serious gaps in the network of railways, from the point of view of mobilization and deployment of troops, which had long since needed remedying. The Rhine, as far up as Mainz, was crossed by one railway bridge only; the Main could be crossed only at Frankfurt. For a long time the general staff had been demanding the remedying of these conditions. Fortunately general traffic moved in the same direction.

For instance, if a traveler coming from the west wished to reach one of the watering places in the Taunus mountains, or some place on the railway along the right bank of the Rhine, he had to go as far as Frankfurt, and then return in the same direction, whence he had come, although at Mainz he had almost been opposite Wiesbaden.

Minister Budge was the man chosen for the accomplishment of this work. As chief of the railway department of the general staff he had long since attracted my attention for his extraordinary capacity for work, his energy and his promptness in making decisions. He had often reported to me on the gaps in the railway system, which would hamper quick deployment of troops on two fronts and always pointed out the preparations being made by Russia and France, which we were in duty bound to meet with preparations of equal scope, in the interests of national defense.

The first consideration, of course, in railway construction had been the improvement and facilitation of industry and commerce, but it had not been able to meet the immeasurably increased demands of these, since the great network of canals, designed to relieve the railways, was but in existence. The situation was more and more—and for which our railways were, technically speaking, not ready, partly from financial-technical reasons, and partly from the need for more careful attention should be paid to military requirements. Russia was building, with French millions, an enormous network of railways against which in France the railways destined to facilitate the deployment of forces against Germany were being indefatigably extended by the completion of three-track and four-track lines—something as yet totally unknown in Germany.

employees, whose numbers had grown until they formed a large army, and to his far-sighted care for his subordinates.

I respected this vigorous, active man with all my heart, and deeply regretted that a treacherous ailment put an end to his career in the very midst of his work.

In his Excellency von Breitenbach I acquired a new and valuable aid and co-worker in my plans regarding the railways. In the course of years he developed into a personage of high eminence. Distinguished and obliging, of comprehensive attainments, keen political insight, great capacity for work and untiring industry, he stood in close relationship to me.

His co-operation with the general staff in military matters was due to his thorough belief in the necessity of strengthening our means of defense against possible hostile attacks. Plans were made for the construction of three new Rhine bridges, at Rudesheim, Neuwied and Loreley, which were not completed until during the war. They were named, respectively, after the crown prince, Hindenburg and Ludendorff. In the east, great extensions of railway stations, bridges and new railway lines were built, some of them while the war was in progress.

Other important works carried out by Breitenbach in military matters were the great railway bridge at Cologne, to replace the old trestle bridge; a new bridge, by the Boyen tower, for freight traffic; and new railways in the Riffel mountains. Moreover, at his special suggestion, a through line was built from Cologne to Wiesbaden, which included reconstruction of the station at Homburg and Wiesbaden and the building of a loop around Frankfurt and Höchst. In addition, trains were provided with through cars from Flushing to the Taunus.

To show that it is impossible to please everybody, I wish to observe in passing that we are violently attacked by the hotel proprietors of Frankfurt, who were naturally not at all pleased at this elimination of the railway of the necessity, excluding previously for passengers to change trains there, since they lost thereby many customers formerly obliged to spend a night in some Frankfurt hotel.

The battle concerning the Central canal was decided at last in favor of my plans. Under Breitenbach's construction on it was pushed forward by sections with great energy. Those portions of this canal which it had been possible to plan in operation have fully met expectations.

During this period, also, the extraordinarily difficult extension and deepening of the Kaiser Wilhelm canal, almost equivalent to building an entirely new waterway, was brought to completion, likewise the great Emden sea lock. These were remarkable achievements in the domain of bridge and lock construction, which aroused the admiration of the world in the matter of locks, for instance, those built at this time far surpassed the locks of the Panama canal in size. The difficult tasks were brilliantly and thoroughly completed by the officials in charge; in so far as the construction work was in the hands of the empire, it was carried out mostly with the supervising co-operation of the Prussian ministry of transportation.

I often went to Breitenbach's home, where I had an opportunity thanks to him, of having interesting talks on commercial-political and economic subjects with a highly intelligent circle, of meeting a lot of eminent men and discussing important questions. The plans and sketches of all the larger railway stations, locks and bridges were submitted to me before the work of building or rebuilding them was begun and reports concerning them were made to me.

I have intentionally gone into detail in this matter in order to show

the following: First, how a monarch can and must influence the development of his realm by personal participation; second, how, if he makes his selections quite independently of party reasons, he can place able men at the head of the various departments; third, how, by the honest co-operation of these men with the sovereign, whose complete confidence they enjoy, brilliant results can be achieved. Everything that we did together was above-board and honest; nothing fostered but the welfare and development of the fatherland, its strengthening and equipment for competition in the world market.

## WISCONSIN STOPS KU-KLUX MEETING

### Milwaukee Officers Put on Guard at Fair Grounds

MILWAUKEE, Wis., Oct. 8.—An apparent effort on the part of the Ku-Klux Klan to use the state fair park for an initiation ceremony last night was blocked by state officials. The first intimation of the plans of the Klan came during the afternoon when several men visited the grounds and informed the caretaker that they intended to hold a meeting there at night but refused to say for what purpose.

R. J. White, a member of the state fair advisory board, was informed and getting in touch with Klan representatives which had announced a meeting would be held tonight, told them that no meeting could be conducted at the park without written permission of either Gov. John J. Blaine or Commissioner of Agriculture C. V. Noyes.

About a 6 o'clock a large number of guards assembled at the entrance to the grounds, but finding the gate locked and sheriff Patrick McManus, who had been called on by both White and Governor Blaine, present with five deputies, no attempt was made to enter the grounds.

After leaving the state fair park, the members of the Klan assembled at a south side hall where the ceremonies were held. It was estimated that about three thousand persons attended. During the past week men preparing for the open air meeting announced that 3,000 persons would be initiated.

## Jelly Is Source of Big Jags in Prison

YOUNGSTOWN, Ohio, Oct. 8.—The source of the "jags" which prisoners at the Mahoning county jail have been accumulating was discovered tonight by Sheriff Ben Morris, and as a result the jelly ration has been eliminated from the jail menu.

The prisoners had been saving their jelly, putting it into a bucket which they secured on top of a cell and making a home brew of a mixture of jelly and water.

What might be termed a two-speed rim wrench for automobilists has two handles, one describing a circle about twice the size of the other.

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An attractive morning dress. As every modern woman knows, attractiveness must be combined with practicality to make her house dress really serviceable. This excellent style has these requisites making it a good style for you to choose. Furthermore, it is a simply made and would only take about a day of your time. It is a simple 16 yard with binding at the neck, 16 yards to a piece were chosen from which to make this house dress. It would cost about \$10. The pattern No. 1527 cuts in sizes 36, 40 and 44 inches bust measure. Size 36 requires 3 5/8 yards 36-inch material with 1 1/2 yards binding. Price 15c stumps or coin (coin preferred).



Our Fall and Winter Fashion Magazine is ready. Contains over 300 styles in addition to four pages of embroidery designs, three pages of styles worn by "Movie" stars, and

Truck Shoots Man As He Jumps Off It

NEW YORK, Oct. 8.—When James McGlynn of Brooklyn jumped off the rear of an army truck in Fifty-eighth street, between First and Second avenues, Brooklyn, he was shot in the ankle by a bullet from a cartridge which was lying in the street and exploded as it was run over by a rear wheel of the truck just as the man jumped off. The injury was slight.

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## HATE AS PATRIOTISM

That's One of the Troubles With Europe, So St. Louis Business Men Tell Friends.

ST. JOSEPH, Mo., Oct. 14.—The recalled patriotism of the countries of Europe is "to hate your neighbor and take all you can from him," said Archer W. Douglas of St. Louis who spoke on general business conditions of the chamber of commerce luncheon at the auditorium. He called attention to the necessity of permanent European peace to American business, especially in the agricultural districts.

Europe must get to work and reach a sound business basis, in order to take American agricultural products, so as to get the best market for United States farm products. The country cannot prosper unless the farmer is prosperous, said Douglas. He called attention to the price of cotton, which is going up, and this means prosperity for the south. St. Joseph is the center of the richest agricultural region in the world and the farmer must prosper to bring prosperity to this district as well as the entire country, the speaker said.

"What we need is a readjustment and co-ordination of prices," said Douglas. "It is the relation of what the farmer has to sell to what he has to buy which is the barometer in the long run." The speaker looked for good business this fall. The luncheon speaker next week will be Dr. Frederick W. Hawley, president of Park college of Parkville, Mo. The entertainment will be by the Glee club of that college.

## Truck Shoots Man As He Jumps Off It

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## Practical Housekeeping

By FLORENCE AUSTIN CHASE.

Council Table. Q. We are very fond of Merinoes, but as I have not learned how to cut them they are rather unattractive in appearance. Will you kindly tell us how to cut them?

A. To cut a piece with a merinette, you must first cut a piece of the fabric, and then cut the rest of the fabric to fit the piece. The piece should be cut to fit the fabric, and the rest of the fabric should be cut to fit the piece. The piece should be cut to fit the fabric, and the rest of the fabric should be cut to fit the piece.

Q. What is the proper way to keep a chafing dish when not in use?

A. A chafing dish may stand on the sideboard, on the serving table, or as both these pieces of furniture usually have a lower shelf or closet it may be on or in it; even if there is not room, just put it away in the pantry. Sometimes there is room for a small table that will hold the chafing dish, tray and what goes with it for chafing dish cookery in the way of spoons, etc.

Q. Where is a tea wagon generally when not in use?

A. A tea wagon or cart may stand in the dining room, where it may be used as a serving table, or on an enclosed sun porch or that may happen to open off the dining room and the tray should stand upright on either side board or serving table, or it may be left on top of the tea cart. Q. Is it good taste to place a small clock on the piano?

A. Unless there is a small child who must do daily practice hours, I would not advise a clock or anything else on the top of the piano for there is bound to be some kind of a jar that will annoy anyone who plays on the instrument.

Q. Will you explain the proper use of the serving table?

A. Fine bits of silver like a tea or coffee service may be left on the serving table and any silver articles that are in constant use, it is used.

Q. How many dollies usually compose a luncheon set?

A. Either six or twelve in three sizes are considered a set; for the luncheon plate, the tumbler and the bread and butter plate, a fourth may be added for the tea cup and saucer, but they do not come in the ready-made sets. I think they are quite necessary.

Q. Where is the proper place to

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A. J. RUDD, Commissioner

to put the extra silver used during the meal, the finger bowl, etc. Q. Kindly tell us how to soften candied cherries. If they are kept for any length of time they become so hard it is impossible to use them. A. To soften candied fruits, place them on a tin plate and put into a slow oven for about 15 minutes, when they will be found to be as soft and juicy as when first bought. Q. Why does the rice and macaroni always stick to the dishes when using them in "oven dishes"? A. Try greasing the bottom and sides of dishes you are going to cook rice, macaroni or hominy in. It saves much time in dish washing, as such things seldom scorch under this treatment. Use butter or lard sparingly.

## PAINS ACROSS SMALL OF BACK

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